

STONE DECLARES PASSENGERS KNEW OF RISK ON LUSITANIA

Washington. — Senator William J. Stone, on learning of the great loss of lives on the Lusitania, especially Americans stated that this was a good time to suspend judgment and keep calm. He said:

"The tragedy is of course to be profoundly regretted. If the reports as to the loss of life are true, the sympathies of the civilized world will be deeply stirred. But for us, it now seems to me that good sense dictates that we keep our heads until we get our bearings. It is a bad time to get rattled and act impulsively. 'Don't rock the boat.'"

"Without expressing an opinion as to our relations to this event or as to our duty in the premises, there are some facts we cannot overlook and are bound to consider. We cannot overlook the fact that the Lusitania was a British ship flying the British flag, and subject at any time to be put into the actual naval service of the government. Indeed, it is stated that at the time she was attacked she was carrying military reservists to England for service in the Brit-

ish army. True, there were Americans aboard, but it must not be forgotten that they went aboard a belated ship with the full knowledge of the risk, and after official warning by the German government. When on board a British vessel they were on British soil. Was not their position substantially equivalent to being within the walls of a fortified city? If American citizens stay within a city besieged or threatened and the enemy attacks, what should our government do if our citizens should be injured.

"I express no opinion at this time. I am merely suggesting reasons why we should maintain our equilibrium, and not 'rock the boat' until we know what we are about.

"Aside from the loss of American lives, let us ask ourselves just where we come in.

"At the present moment and with the lights now before me, I confess that it appears to me that from our standpoint as a neutral nation the Gulf Light case presents a more delicate and serious complication than the case of the Lusitania."

American Survivors Tell of Torpedo's Destruction

Washington.—Statements by American survivors of the Lusitania cabled to the state department by Consul Frost, at Queenstown, gave brief, graphic descriptions of the destruction of the great liner by a German submarine, of watching the white trail left by the torpedoes as they sped toward the Lusitania and of the bursting of the liner's boilers immediately after she was struck.

Rankin's statement follows: "At 12 noon ship began zigzag course off Irish coast. Walked deck till 1. Went to lunch 20 minutes. Arrived near starboard deck at about 2 o'clock, ship's time. At exactly 2:10 p. m. one of our group of four sighted submarine, low black ridge, about quarter mile starboard bow. Lusitania going slow all morning. Had been blowing fog horn till about 10 a. m. and was still steaming about 15 knots.

Torpedo Leaves White Trail. "Torpedo left submarine almost instantly and traveled rapidly toward bow, leaving white trail. Struck ship not far from a line below bridge and through boiler room. Explosion tore upward through deck, destroying part of forward lifeboat. The boiler exploded immediately. No second torpedo. Boat listed immediately and began fill through open ports and holes caused by explosion. Ship sank at 2:33 by watch of passengers who jumped in sea. Torpedo fired without warning while most of passengers below at foot."

Consul Frost cabled the following statement from Miss Jessie Taft Smith of Braceville, O.: "Lusitania, on Friday, May 7. Was in reading room about 2 p. m., when I heard noise and ship seemed to list. Shortly afterward another explosion occurred. Went to my stateroom, was told not to hurry, as there was no danger. Had beforehand got life belts ready in cabin, now put it on and went up deck."

Rescued Two Women in Water. "Steward helped me into boat hanging in davits. Between 40 and 50 people got in. Boat was lowered and we pushed off. Rescued two ladies and one man from water. I did not actually see ship sinking.

"Rowed away and were taken in tow by a fishing boat and afterward transferred to patrol boat which landed us Queenstown 8:10. Was met on wharf by consul, who took me to the consulate and then placed me (apparently omission). Mrs. Townsend, American lady of Scranton, from whom and husband have experienced much kindness. Did not see submarine."

Lusitania Could Have Been Saved By Care, Is Charge

London.—The Lusitania might have been saved. Investigations here reveal a state of affairs which appear astounding.

By wireless from official sources, the Lusitania was warned of submarines. The admiralty did not, so far as has yet been ascertained, actually order the Lusitania to proceed up mid-channel, instead of following her usual course close to shore, but she was advised to do so. Under such circumstances this advice, it is held, should have sufficed.

It is officially announced that the British board of trade, with the concurrence of the admiralty, has ordered an inquiry. Lord Mersey has consented to conduct it. He headed the investigations into the sinking of the steamers Titanic and the Empress of Ireland.

Ship Was Going Slowly. There are two rather sensational bits of evidence which are closely related. One passenger declares the second engine was stopped only just before the ship was struck did orders go to the stokers to fire up for full speed. The ship was then well within the danger zone.

In one quarter it was stated that it was not the government's business actually to order British merchant vessels to do this and so, with regard to operations, but that instructions were sent which should be followed. It was that way with the Lusitania. Advice were sent by wireless, but they were not followed.

There is a vast amount of criticism among all the passengers. Most of them charge the grossest carelessness. C. T. Jenkins, a London business man and a survivor, said:

"During the voyage one of the prominent passengers aboard went to the captain with the suggestion that pas-

sengers be told what boats to go into in the event of an accident. The captain said it was not necessary; that it was not a company regulation; but when pressed he said he would take it up with the chief steward. Nothing, however, was done.

"A lady who had tea with the captain asked if a convoy could be expected. The captain replied the ship did not need one. It never had one, and the Germans could not hit the Lusitania.

"There was gross carelessness. It is an outrage which should be fully investigated. There should have been a convoy. Two destroyers could have protected the ship on this crucial run. The British government should have furnished it, whether the Cunard company wanted it or not.

POPE HOPES AMERICA WILL PREVENT FUTURE DISASTERS

Rome, via Paris.—Pope Benedict was deeply impressed by the sinking of the Lusitania and requested Cardinal Gasparri, the papal secretary, to let him have all the particulars incident to the disaster.

His holiness expressed horror at the destruction of the liner and sympathy with the victims. He said he hoped the American government would be able to make future disasters of the kind impossible.

VANDERBILT GAVE HIS LIFE TO SAVE WOMAN.

London.—Thomas Sildell of New York, who was interviewed in London, said he saw Alfred G. Vanderbilt on the deck of the Lusitania as the vessel was going down.

Vanderbilt, who could not swim, was equipped with a life belt. Sildell said, but he gallantly took it off and placed it around a young woman. Then he went off to seek another life belt. The ship sank a few seconds later.

Municipal Psychology. A city's made of patient stuff. When worthy strongers strike it, The more they tell it that it's tough The more it seems to like it.

Mary—And did you scream when he attempted to kiss you?
Hazel—Certainly not. I waited until after he had finished.

"Why is Duckfutz going about with an automobile tire on his arm?"
"Mere force of habit. His car is being repaired."

Not a Bad Idea. She—But if I can't live on my income and you can't live on yours, where would be the advantage of our marrying?
He (thoughtfully)—Well, by putting our incomes together, one of us would be able to live, at any rate.

The Only Way. "Automobiles are paradoxical machines."
"In what way?"
"You have to get under them to overlook them."

SURVIVORS RECITE STORY OF LUSITANIA DISASTER

COURSE OF BOAT WAS ALTERED
SHORTLY BEFORE THE TOR-
PEDO STRUCK.

ONLY FIVE LIFEBOATS LAUNCHED

Passengers Were Confident They
Were in No Danger—Victims
Were Buried With Full
Military Honors.

London.—The British admiralty has ordered an investigation of the sinking of the liner Lusitania, sent to the bottom of the sea by a German submarine with a loss of nearly 1,300 lives.

Lord Mersey, who conducted the inquiries into the sinking of the Titanic and the Empress of Ireland, will have charge of the investigation.

Until the investigation begins, official opinion as to how the Lusitania came to be caught, and why so many lives were lost, will remain a secret.

The general unofficial opinion is that several German submarines were assigned to the task of attacking the Cunard liner, and that they maneuvered her into a position where she could not escape.

Passengers say that some time before the first torpedo was fired the Lusitania altered her course, and they ascribe this to the fact that one of the German submarines had shown herself, sending the big liner in the direction where other underwater craft were waiting to strike with their deadly torpedoes.

These submarines, naval experts believe, are of the latest type, probably of 1,400 tons and much more powerful than any possessed by other navies.

So far as can be ascertained, about 800 persons escaped when the Lusitania took her fatal plunge, after being struck by German torpedoes, but of these 45 have died from exposure or from injuries.

Passengers Refused to Believe That Great Ship Would Go Down. Beyond causing anger toward the Germans, the catastrophe has had no effect on the British people. Steamers are arriving and departing as usual and even the steamers to Ireland are being patronized freely.

The heavy loss of life on the Lusitania was due, in the belief of rescued passengers, to the fact that some officers at least reassured them after the first torpedo struck home that the Lusitania would remain afloat and could make Queenstown. Preparations, it is true, were made to launch the boats, but before this could be done a second torpedo hit the steamer and she listed so badly that the crew could only work the boats on one side of the ship.

Another factor was the extreme confidence of the passengers themselves in the infallibility of the water-tight compartments. According to a steward, they would not believe, even after the second torpedo struck, that the ship would go down, and realized their terrible position too late. Then it was that many jumped into the sea, a few to be picked up, the great majority to perish. Others, including many of the first-class passengers, were in the cabin at that time and went down with the ship.

Only 5 of 34 Lifeboats Were Launched Properly, Survivors Say.

Queenstown.—This has been a day of the dead in Queenstown. Most of the survivors of the Lusitania departed for their homes. No survivors were added to the meager list and the only figures augmented were those of the identified dead. No additional deaths were reported at the hospitals. While soldiers toiled in the grave-

yard of a church, digging graves for the unknown dead, who will be buried there, groups of relatives and friends of the passengers went from morgue to morgue—some finding what they sought, others turning away to continue their search, with ebbing hope.

The public funeral, which a representative of the viceroy of Ireland will attend, will be too large for the ordinary facilities of Queenstown and Cork, and trucks will be used to carry the coffins. The funeral will be marked by military pomp such as is accorded those who die in the armed service of their country.

Though too late to be of material assistance to their stranded countrymen, Captain William A. Castle and Alexander Miller, the American military attaches, arrived here to confer with the American consul, Wesley Frost. They departed in an automobile for Kinsale Head to continue their investigation in behalf of the government.

Consul Frost has been indefatigable in assisting the Americans, visiting and attending to their wants. He has supplied many of them with money to reach their destination. All the identified American dead have been claimed by the consul, even in cases where no requests from relatives have been received. The bodies are being embalmed as rapidly as the work can be done.

Survivors Can Tell Nothing of Last Moments of A. G. Vanderbilt.

The survivors are beginning to recover from their shock and told more coherent stories of their experiences. Unlike those who were on the Titanic when she was sunk, they had so little time for observation that none of them can relate more than what happened near them, with the result that little light has been shed on the last moments of Alfred Gwynne Vanderbilt and other prominent passengers who are missing.

The stories of lifeboat inadequacy grow as the passengers are able to take a cooler view of the disaster. A number of the survivors maintain that only five of the 34 lifeboats which were swung out were launched successfully. Others assert that a general order for lowering the boats was not given until the second torpedo struck home. Yet all admit that as many passengers as possible obtained seats in such boats as were launched.

Fifty-two persons were picked up by one boat alone, and 64 were found packed in another. The collapsible boats proved surprisingly efficient.

The American survivors have taken no action and have made no protest in any form beyond supplying the American consul with a few affidavits embodying their experiences. These survivors are divided, roughly, into two classes—the first, those who never believed in the possibility of a tragedy and who are almost inarticulate with bitter hatred for Germany; the second, those who took the risk with their eyes open and therefore do not expect their country to take drastic action on their account. Perhaps the most prominent of the latter class is Dr. Howard L. Fisher of Washington, who, although condemning the handling of the lifeboats as grossly inefficient, said he knew he was risking his life in the war zone and accepted what had happened to him as a matter of course.

"We were warned by the German government," said he, "and I, for one, do not want any official action by my country."

All express resentful anger that the admiralty did not see fit to send a convoy for the ship.

A Cunard tender returned from the scene of the disaster. She did not recover any more bodies of the victims, as the sea was too rough for picking up bodies.

Cunard Company Says Survivors Number About 764

New York.—The Cunard Steamship company announced the receipt of the following cablegram from Liverpool:

"Up to midnight Sunday Queenstown advises show the total number of survivors to be 764, including 462 passengers and 302 crew."

"One hundred and forty-four bodies recovered, of which 87 identified and 57 unidentified. Identified bodies comprised 65 passengers and 22 crew."

"Number of persons injured, 30 passengers and 17 crew."

Before giving its latest advice from Liverpool on the number of victims of the Lusitania, the Cunard company issued a revised list of survivors, which, however, contained only a few additional names.

Nothing definite was received as to the fate of Alfred Gwynne Vanderbilt, and relatives answered inquiries that they had no direct advice. Mrs. Van-

derbilt remained in the seclusion of the home of her brother-in-law, Reginald Vanderbilt, still hopeful that an hour would bring news of her husband.

The Cunard line received advice that 10 of the officers of the Lusitania, including Capt. Turner, were saved and seven lost.

Eric and Willy Gardner, aged 16 and 11 years, respectively, of Toronto, were saved, but their parents, Mr. and Mrs. James Gardner, were lost, according to another cablegram received by the Cunard line. The family was en route to New Zealand.

Alf Hayman, general manager for the late Charles Frohman, received a cablegram from Frohman's London manager, William Letosky, stating that he had identified Frohman's body at Queenstown, had it embalmed and made arrangements to send it to New York on the first available steamer.

Not Superstitious, But— He—Are you superstitious when 13 persons sit down to the table at the same time?
She—Well, not superstitious, but I am sometimes worried, if I have cooked only enough for 10.—Woman's Home Companion.

A Fashion Note. "Did you know that automobile caps will be worn in a special way?"
"Yes, I have been told they are apt to be worn on one side at all head-on meetings."

In Our Set. "Now this is a secret and you mustn't tell anybody."
"Rest assured that I won't tell that secret to anybody, dear. I have no desire to figure as a female Rip Van Winkle. That secret is at least three weeks old."

Paw's Opinion. Little Lamuel—Say, paw, what effect do the laws of gravitation have on people?
Paw—They probably keep a lot of people down in the world, son.

To No Purpose. "Pa, what is meant by a filibuster?"
"In the recent deadlock on the ship purchase bill, my son, it meant a great deal of wasted talk, with extra accent on the 'bust.'"

Back to Earth. Rankin—Have you never been to Niagara Falls?
Phyle—Yes, but I want to go again some day and see the scenery. The first time I went I was on my honeymoon.—Judge.

A Spoon Holder. Don't waste money on the ancient sofa. For the two it so long supported Are now one and use two chairs.

MORBID CROWDS VIEW VICTIMS OF LUSITANIA IN MORGUES

Survivors in Misfit Clothing and Dazed
by Tragedy Present Pitiful
Sights in Hotels

Queenstown, Ireland.—The Lusitania's speed at the time she was struck is variously estimated at from 18 to 21 knots.

When forced the liner could do 25 knots, outstripping even the fastest and latest submarines, hence it is the belief of survivors and Cunard line officials that a battery of underwater craft numbering perhaps four or five lay in wait in the clear sunshine of Friday, posted advantageously along the route it was surmised the vessel would take. It was easy to keep all but the tips of the periscopes submerged and then for the craft nearest her to let go torpedoes.

The first train to arrive here carried attaches of the main Cunard line offices at Liverpool, including Capt. William Dodd, the marine superintendent. The former busied himself with relieving the material wants of surviving passengers and crew and the identification of the dead, while the latter attended the injured, several of whom were suffering from severe wounds and shock.

Every train from Kingstown and Rosslare carried complements of second and third class passengers and members of the crew. Most of the first-class survivors will remain here temporarily. The townspeople have extended aid and sympathy to the survivors, none of whom was able to save more than the clothes on his back. Many are dressed as they would have been if the disaster had occurred at night, for the explosion and the long struggle in the water virtually denuded them.

Capt. Turner appeared in civilian clothing donated by a local banker who has extended the hospitality of his home to the commander. Later he dressed in the stained uniform, which had been dried, and walked with bowed head down the street, recognized by few among the crowds.

All day long morbid crowds surrounded the temporary morgues where the bodies of 149 victims await identification. Although few have been identified, many bear evidence of having occupied the first-class cabin. In striking contrast to most historic disasters, the rate of mortality among first-class passengers seems to be heavier than among any other class on board. A large proportion of those saved are members of the crew, but this is not evidence of lack of discipline, as most of them were picked up from the water.

The captain of a trawler who arrived in the harbor soon after the accident with 146 survivors, mostly women and children, when reproached for not staying longer on the chance of picking up more survivors, said: "There were many left in the water, but they were all dead and many so horribly mangled I thought it better to bring about my boatload of suffering women, as they could not have stood much more."

Women Seek Loved Ones. Women presented a pitiful sight as they wandered aimlessly about, searching without hope for loved ones who must have gone down with the ship.

Relatives and friends of passengers who had gone in high spirits to Liverpool to meet the incoming ship began to arrive here in search for the missing, but the small roll of survivors meant heart-breaking disappointment for most of them. Among the number

was William Crichton, a prominent business man in London, and a former resident of Baltimore, who searched in vain among the survivors and was in the morgues for a trace of his wife.

The dragging of lifeboats was explained by passengers and members of the crew by the statement that the second torpedo severed several steam pipes in the engines. The Lusitania had been sent full speed ahead when the first torpedo was seen and it was impossible to stop her headway by reversing the engines when the necessity for lowering the boats was realized.

One of the most remarkable escapes was that of R. J. Timmis of Gainesville, Tex., who was returning to England for his yearly visit, accompanied by his friend, R. T. Moodie, also of Gainesville. Both men gave their life belts to steerage women just as the Lusitania sank. Timmis, who is a strong swimmer, remained in the water, clinging to various objects, nearly three hours. Then he was taken into a boat which he still had the strength to assist in rowing. The boat began picking up all those showing signs of life, and the first person rescued was the half-unconscious steerage woman to whom Timmis had given his life belt.

Gives Life for Woman. Moodie sank when the ship went under, and, although he was a good swimmer, he was not seen again. Moodie was ready to jump when Timmis, who previously had given his life to a woman, said:

"There is a steerage woman here with a 6-month-old baby."

Moodie promptly stripped off his life belt, but it seems both he and the woman perished.

Dr. J. T. Houghton of Troy, N. Y., one of the survivors, said there was no reason to fear any danger after the first explosion, as it was believed the vessel would be headed for Queenstown and beached if necessary. Meanwhile boats were being got ready for any emergency. Just then, Dr. Houghton said, the liner was struck again, evidently in a more vital spot, for it began to settle rapidly. Orders then came from the bridge to lower all boats. Panic took possession of the women. People were rushed into the boats, some of which were launched successfully, others not so successfully.

Capt. David Murphy of the trawler Storm Cock was first on the scene with a rescue boat. His story of the rescue follows:

"First of all I gathered in a lifeboat 52 persons, most of them women and children, and before I completed my load I had 20 blessed youngsters on board the old Storm Cock. Several of them were without their mothers, but all were taken in charge before we reached harbor by kindly women who forgot their own sorrow in ministering to others."

"One old lady of 78 years had been in the water two hours, but was as spry as anyone. Many women fainted on reaching our decks, and when revived begged pitifully to be allowed to retain their life belts, as they were overmastered by the fear that the submarine would return to complete its work of destruction. Several died aboard my boat, and the scenes of grief and suffering became almost unbearable. The little Storm Cock brought 150 persons to Queenstown."

U. S. Must Get All Facts Before It Acts, Says Lewis

SENATOR DECLARES GERMANY
MAY NOT BE RESPONSIBLE
FOR DISASTER.

Chicago.—United States Senator James Hamilton Lewis, whip and parliamentary leader of the senate, discussing the destruction of the Lusitania and the probable attitude of the United States as a result, issued a statement saying:

"Our first duty in the presence of such a disaster is to restrain the emotions of resentment and await full reports from official sources upon the cause and responsibility for the attack."

"We should not forget that we are to some degree responsible for the catastrophe. The too frequent condemnation of the president and the administration by hasty and excited gatherings assembled in this country from time to time on the neutrality policy of America gave license to certain governments in Europe to assume that anything done against the United States or its citizens by one of the belligerents would be treated with indifference or approval."

"This has led to an incorrect view on the part of Europe as to what America would do if purposely wronged. We must ascertain from Germany and from all the facts if it was the German government or some one of the torpedo fleet that was responsible."

Hotel Man and Wife Survivors. Los Angeles, Cal.—A. C. Billicke, a wealthy hotel owner of Los Angeles and Kansas City, and his wife are among the Lusitania survivors, according to a cable message received here signed "Billicke."

There's Room at the Top. He entered the barber shop, sat himself down, resigned to his fate. The barber shaved him.
"Shampoo, sir?" asked the tonsorialist.
"No," replied the man, gazing at his bald dome in the reflective mirror; "shine."—Philadelphia Ledger.

The One Fault. I thought her features perfect. And three times I did propose. But at last I'm quite disillusioned—I really don't like her "noes."

Invidious Comparison. "An impresario has a great deal to contend with."
"True Grand opera stars are notorious for their whims."

"That isn't all. Don't you imagine it makes him tired to hear the manager of a trained monkey call himself an impresario?"

His Question. "Seven men out of every ten are confounded bores!" emphatically declared Alexander Akinside, the dyspeptic dissertationist.

"Why except the other three?" snarled J. Fuller Gloom, the widely known and cordially detested misanthrope.—Judge.

Officer, the Wagon, Please! Ginks—I saw a woman hold up a train one night last week.
Blinks—Where?
Ginks—At a society ball.

Oratorical Assistance. "Lady," said Plodding Pete, "do you want any wood chopped?"
"Yes."

"Well, if you'll gimme my dinner I'll hang around an' give yer husband an' yer two grown sons an eloquent discourse on how wrong it is of 'em not to turn in an' do their duty."

One Slight Usefulness. The Demon Grim is due to quit; Yet as his rip relaxes His foemen thoughtfully admit He paid a lot of taxes.

GHOSTS IN FLANDERS

SURELY OLD SOLDIERS REVISIT
SCENES OF BATTLES.

Five Centuries Ago English Warriors
Fought Over the Territory That
Is Now the Scene of Euro-
pean Warfare.

I think that old ghosts must be astir in Flanders, now that an English army is encamped there again, with Edward, prince of Wales, on the headquarters staff. Out of the mists of time there must surely come some of those English gentlemen and men-at-arms who more than five centuries ago came with another prince of Wales, called Edward, to fight against heavy odds, in and about all those towns in Belgium and France which, again, have become familiar in our mouths as household words—St. Omer, Ypres, Arras, Soissons, Reims, St. Quentin, Gravelines, Dunkirk, Calais and Abbeville, Lille and Armentieres.

Perhaps "Eye-Witness" knows the names of those silent ghosts, though he has not yet written about them in his dispatches, owing to the severity of the censor. He knows, I am sure, that among those who watched the destruction of Cloth Hall were Sir John Chandos—the flower of knightly hood—and Lord Thomas Percy, Sir Godfrey de Harcourt and Lord Reginald Cobham, Lord Thomas Holland and Lord Delawarr, Lord Robert Neville, Lord Thomas Clifford, Lord Bourchier, Lord Latimer, Sir Walter Manny—"sans peur et sans reproche"—and many other knights and squires, "whom," as old Froissart said, "I cannot now name."

The ancestors of British officers who are now fighting in Flanders rode under their banners over the flat marshlands, they banqueted in many of the grand halls which now lie in ruins under the German eagle, they stormed at the gates of many towns which are now filled with British soldiers, their lances glittered down many of the roads where the winter sun now glazes upon the lances of French dragons; and with the chivalry of medieval knightlyhood they did many acts of courtesy and valor and heroic adventure upon the same ground where the men under Sir John French have upheld the old traditions of their breed with no less courage. Also, according to the way of war they, ravaged the countryside through which they passed, burned farmsteads and peasants' cottages, swept it clean of all food, looted its treasures, and laid it waste, so that there was desolation and famine where the English army had passed.

It was Lord Henry Spencer, bishop of Norwich, who undertook the siege of Ypres in the days when English arrows sung with a shriller note than the modern shell.

"Day after day," writes Froissart, "the assault continued, but the place still held out. At last the English, finding that they could not take the town by storm, and that they had expended all their artillery, resolved to have a quantity of faggots collected with which to fill up the ditches, so that they might advance and fight hand-to-hand with the garrison, undermine the walls, and, by throwing them down, effect an entrance."

Every road and dyke round Ypres was moistened with English blood in those old days, and now, fighting side by side instead of against the French and the Flemings, English blood drips down to the same soil, which is mixed with the dust of heroic bones, of English arrowheads, of steel breastplates and richly chased casques, and of all the panoply of medieval knightlyhood, now dissolved into the chemistry of the earth's graveyards.

If ghostly warriors keep the watches of the night, Sir Charles Chandos, Sir Walter Manny, Lord James Audley, Lord Reginald Cobham, and a thousand other knights of old renown, salute the men who challenge death for England. The Black Prince raises his visor and kisses the sword hilt to Edward, prince of Wales, who is walking the same fields of fame and blood.—London Chronicle.

The Science of Diet.

People of a nervous disposition need a nourishing, nerve-building diet. Eggs served in various ways, milk, cereals, etc., should form a standard part of the diet. Be careful of a lavish use of tomatoes, red meats. Supply your table with quantities of fruit and fresh vegetables, and serve bran bread or biscuits frequently. Should you have a tendency to obesity, be careful to avoid an excess of starch and sweets. Consult your physician about any special tendency that you know your family or any member of it to possess, and, guided by his advice, eliminate such foods as might be harmful. In families where there is no special indisposition or hereditary tendency to be considered, let common sense guide you, read up on dietetics and keep your table free from unhealthful combinations and indigestible foods. You will find the study an interesting one, but beware of fads. A diet must be varied to be wholesome, and it is better to use spices and condiments in moderation than to let your table lack flavor from overseasoning in leaving out everything that is not pre-eminently wholesome.

The Spaniard in Mexico.

When Cortez landed at Vera Cruz and in honor of the day before "Good Friday," gave the place the sacred name, he set the style of Mexico for the land to be called after saints and sacred things rather than people. The glory of the spirit of Crusader appealed more to him than perpetuating his own name as the cognomen of country. Following in the wake of this warlike Spaniard came troops of friars, some of them pious and truly noble, while others were no more than man than the average type of men of that day and generation. A Catholic priest, Hidalgo, occupies a prominent place in the calendar of the country's liberators; while dreams and visions actuated others to explore the country and set up the cross.